The Bulletins are published weekly throughout the school year (thirty issues) to aid teachers and students in keeping abreast of geography behind current news events.

GEOGRAPHIC SCHOOL BULLETINS

of

The National Geographic Society

WASHINGTON 6, D. C.

The National Geographic Society is a non-profit educational and scientific Society established for the increase of geographic knowledge and its popular diffusion.

VOLUME XXVIII November 21, 1949 NUMBER 8

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JOHN H. JETER, THE DALLAS MORNING NEWS

THIS TEXAS BOY WON FIRST, SECOND, AND THIRD PRIZES FOR THE BEST SQUASH (Bulletin No. 4)

Bulletin No. 1, November 21, 1949

Turkish Coast Visited by U. S. Fleet

MERSIN and Iskenderon, Turkish ports of call for American forces on fleet maneuvers in the northeast Mediterranean, serve a fertile coast of growing importance. It is a region that has been touched repeatedly by history through 30 centuries.

Mersin—ancient Mersina, known as Içel to modern Turks—counts some 30,000 residents. Its facilities have been expanded in recent years, and a national public works program calls for spending $10,000,000 on harbor improvements by 1957.

Tarsus Slightly Inland from Mersin

The city is Turkey's third-ranking port, exceeded only by Istanbul and Izmir (Smyrna). Trade for its ships flows over eastern Turkey's railway lines and over highways now being modernized. It is the outlet for Adana (Seyhan), fourth city of the republic and marketing center for farm and mine products of Cilicia and southern Cappadocia. Cotton dominates commercial crops of the fertile Cilician plain.

Close to Mersin on the west is the site of ancient Soli, whose colonists spoke such bad Greek that the word *solecism* (incorrect speech) entered our language. Sixteen miles northeast, on the road to Adana, is Tarsus, where Tarsus American College borders an almost forgotten village of narrow streets and small mud houses.

St. Paul's Gate in Tarsus reminds tourists that here the Apostle Paul was born and learned his trade as tentmaker. In Tarsus, Mark Antony met Cleopatra, Caesar was a visitor, and Julian the Apostate is buried. Alexander the Great swept through the town in 333 B.C., wresting the region from Darius, King of Persia.

Pushing northward from Tarsus, railroad and highway climb steadily for 25 miles to the 4,000-foot level of the Cilician Gates, opening through the Taurus Mountains onto Anatolia's plateau. Conquering and retreating armies have coursed through this pass since history's dawn.

Iskenderon Long Disputed

Ninety air miles east of Mersin in the very northeast corner of the Mediterranean, Iskenderon lies on the 40-mile gulf of the same name. A town of 14,000 people, its port, though small, is an important natural outlet for the products of northern Syria and the Bible valleys of the Tigris and Euphrates rivers.

Iskenderon is the Turkish name of the town which is also well known as Alexandretta, port of the Sanjak of Alexandretta (the Hatay), disputed between world wars. After 20 years administration by the French under League of Nations mandate, its Delaware-sized area was ceded to Turkey in June, 1939.

North of Iskenderon on the Plains of Issus, Alexander finished the rout of Darius. South of the port about 30 miles is 4,500-foot Jebel Musa,

ENTERED AS SECOND CLASS MATTER APRIL 27, 1943, POST OFFICE, WASHINGTON, D. C., UNDER ACT OF MARCH 3, 1879.
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G. MICHEL

ACTIVITY IN THIS EASTERN BELGIAN CONGO VILLAGE NEAR LAKE KIVU COMES TO A NEARLY COMPLETE STOP IN THE AFTERNOON

The villagers till their gardenlike fields in the morning and reserve the long hot afternoon for rest and talk. Part of the government plan for the huge African colony (Bulletin No. 2) is to lure natives from such unproductive regions to work in areas where exportable commodities can be produced.

Bulletin No. 2, November 21, 1949

Belgian Congo Resources Spur Colonial Plan

A NEW wave of change is on the way for the Belgian Congo. This vast land reaches from a narrow coastal doorway on the South Atlantic deep into the heart of Equatorial Africa.

Belgium's announcement of a program of industrial and agricultural development for its only colony is a reminder that the huge, rich territory already has seen modern cities rise out of the jungle. Power plants, hospitals, agricultural schools, and scientific mining have come to the land of big game, pygmies, witch doctors, and tattooed bushmen.

80 Times the Size of Mother Country

The contrasts and changes within the Belgian Congo have all been produced during the last few decades. It was in 1908 that the Belgian government took over the administration of this colony, after the turbulent and controversial period when Leopold II of Belgium operated it as a kind of royal private enterprise.

Today's industrial and welfare activities in the Belgian Congo are based on varied and extensive natural resources scattered over a region that is almost 80 times the size of the ruling country.

Noteworthy in this age of atomic energy are the colony's rich deposits of uranium, yielding an estimated 60 per cent of the world's known output, and reportedly reserved to the United States since 1945. The uranium mines lie in the Katanga highlands of the south, near the Northern Rhodesia border, and have sparked the building there of a huge plant for treating the uranium ore.

But uranium is only one of the Belgian Congo's many useful minerals. Each year from the Katanga area and elsewhere comes an average of 150,000 tons of pure copper, plus tin, cobalt, industrial diamonds, zinc, manganese, coal, and precious metals.

In addition are products from a fertile soil that added up to nearly half of the colony's exports in 1948, the biggest export year in its history. Chief items were cotton, palm products, coffee, and lumber.

Three Major "Villes"

Ivory, rubber, beeswax, and cacao add variety to a flourishing colonial economy. Foreign visitors observe the country's wealth translated in terms of golf courses, cafes, hotels, and handsome residences in the European centers. But they also see neat housing developments that have been built for native workers. Health and sanitation programs benefit laborers in the mines and on the plantations.

To carry out current development plans, the government has drawn up a blueprint for coordinating the economy of the Belgian Congo. The bulk of the country is contained within a vast triangular area. Points of the triangle are the colony's three major cities—Leopoldville, the booming capital and river port near the mouth of the Congo; Stanleyville, commercial crossroads of the north; and bright, springlike Elizabethville, the hub of the uranium, copper, and tin empire of the south.

The colony's transportation program has a start of more than 3,000

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scene of the bloody Turkish siege of the beleaguered Armenians in the first world war, described in *The Forty Days of Musa Dagh.*

Inland from Musa Dagh (Dag) is Antioch (illustration, below), now Antakya, rich and wicked third city of the old Roman Empire. In Antioch, St. Paul had his first ministry, followers of Christ were first called Christians, and the Crusaders gained their first foothold in the Near East. In Antioch's hippodrome, General Lew Wallace's Ben Hur drove his chariot against the Roman, Messala.

NOTE: Cities of the Turkish coast of the northeastern corner of the Mediterranean may be located on the National Geographic Society's maps of Europe and the Near East, and Bible Lands and the Cradle of Western Civilization. Write the Society's headquarters, Washington 6, D. C., for a price list of maps.

For additional information, see "Peasants of Anatolia," in the *National Geographic Magazine* for July, 1948; "American Alma Maters in the Near East," August, 1945*; "The Turkish Republic Comes of Age," May, 1945*; "Alert Anatolia" (13 photographs), April, 1944; "On the Turks' Russian Frontier," September, 1941; "Turkey, Where Earthquakes Followed Timur's Trail," March, 1940; and "The Transformation of Turkey," January, 1939*. *(Issues marked with an asterisk are included in a special list of Magazines available to teachers in packets for ten of $1.00.)*

See also, in the GEOGRAPHIC SCHOOL BULLETINS, April 12, 1948, "New Oil Adds Turkey to 'Black-Gold' Lands."

GABRIEL BRETOCQ

AN ANCIENT AQUEDUCT AT ANTIOCH STILL SERVES AS A BRIDGE

During the reigns of Caligula, Trajan, and Hadrian, aqueducts were built to bring fresh mountain water into the great Roman Empire "Queen City of the East." An earthquake in A.D. 526 almost completely destroyed the splendid city, but failed to break these sturdy arches. Antioch never regained its former glory. It now is called Antakya by its 28,000 inhabitants. Through the centuries dripping water has formed stalactites under the aqueduct arches.

COLOR PICTURES FROM THE *NATIONAL GEOGRAPHIC*

Reliable aids in visual educational are the many separate color pages from the National Geographic Magazine. *Subjects covered include the United States, foreign countries, and natural history. 48 sheets for 30¢ and 96 sheets for 50¢. Write for subject list and order blank.*

Canal Traffic Vexes Venice's Gondoliers

TWENTIETH-century contrivances are catching up with Venice's singing gondoliers.

The latest mechanical innovation in Italy's multicolored island city is the installation of traffic lights on the Grand Canal. But this new development is by no means the only recent worry of the celebrated gondoliers. In late years they have had an unhappy run of vexations.

Water-skiing Increases Traffic Congestion

For a while after World War II ended, amphibious jeeps of the United States Army sped through the canals and made a nightmare of the gondolier's life. Later, when most of the soldiers had gone home, there was scarcely any passenger business at all for the tourist trade was slow to revive. The brawny boatmen were reduced to hauling freight or running an unprofitable ferry service across the Grand Canal. This famous waterway flows across the city in the shape of a reverse S, bisecting the compact clusters of tiny bridge-connected islands.

The gondola business took another nose dive last year when someone thought of a new sport—using water skis for travel on the canals. The idea caught on and became a fad.

But the loudest postwar protests by the gondoliers have been directed against the steady increase of streamlined motorboats that churn through the winding waterways. These speedy craft crowd the slower moving gondolas to the side and sometimes even threaten to swamp them.

Gondoliers complain that this competition is jeopardizing their position as masters of the Venetian lagoon. It is robbing them of their traditional glamour and cutting into the profits of their business.

The single-oar boatmen, some of whom are descended from generations of gondoliers, are not taking all this meekly, however. One of their more ambitious schemes for countering the growing speedboat menace is the gondoliers' school which opened last year.

First Appeared in History in 1094

This institution requires each student to learn to converse in three languages. He must be posted on the history of Venice, and the development of its 177 canals and the more than 400 bridges which connect its 118 islands. He must have at his tongue's end interesting information about the famous sights of the ancient city. The school hopes such an education will make the gondoliers irresistible guides for the tourists expected to flood the island city like the Adriatic tides.

The gondoliers are also brushing up on the story of their own craft. This was first mentioned by historians in 1094. During the heyday of the Venetian Republic (about 1400-1500) gondolas were often designed with lavishly decorated passenger cabins. Their sides were painted in gay colors. Occasionally shade was provided by ornate awnings of gold embroidered material or rich fabrics.

This practice was ended in 1562 when the government ruled that the

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miles of railway and 50,000 miles of roads, linked with the water network of the giant Congo and other rivers. World War II gave a big push to air transport. The Belgian Congo now boasts 46 first-class landing fields and more than 100 secondary ones for private and emergency use.

For man power, the government seeks to attract white settlers from the homeland to supplement the less than 50,000 whites at present in the colony. It also hopes to coax from bush settlements (illustration, inside cover) a larger proportion of workers than so far has been recruited from the country's nearly eleven million inhabitants.

Though almost four times the size of Texas, Belgian Congo has only 25 miles of coast line. Its ports lie on the Congo River itself. Boma, chief port, is 50 miles upstream. Forty-five miles farther inland, the first falls of the Congo stop navigation. Many other rapids and falls at intervals upstream partially spoil the great river for commerce. Railroads for carrying goods around unnavigable stretches have been built.

Henry M. Stanley, the man who found Livingstone, explored the mouth of the Congo in the 1870's. He made treaties with native rulers under which Leopold II ruled the territory until mistreatment of natives attracted world attention. When Belgium bought the land from Leopold, the purchase price was charged against the colony as a public debt.

NOTE: The Belgian Congo is shown on the Society's map of Africa.

For further information, see "We Keep House on an Active Volcano," in the *National Geographic Magazine* for October, 1939; "Trans-Africa Safari," September, 1938*; and "Keeping House on the Congo," November, 1937.

See also, in the GEOGRAPHIC SCHOOL BULLETINS, March 7, 1949, "Congo Drum-Telegraph Replaced by Radio."

PIERRE BOUVEZ

MUD OVER WATTLE MAKES A CONGO HOME THAT WILL STAND A DOZEN YEARS

Men erected the frame, but part of woman's work is the job of plastering the walls. When the clayey mud dries, she will smooth the surface by rubbing it with wet hands.

Bulletin No. 4, November 21, 1949

Pumpkin by Any Other Name Tastes as Good

THANKSGIVING dessert to horticulturists usually means squash pie, and the assumption is that it tastes as good to them as does pumpkin pie to the rest of us. For often the two are confused. Pumpkin is the popular name for the types of squash yielding the pungent, mellow flesh with which mother usually fills holiday piecrusts. It is also the correct name for a branch of the gourd family, to which the squash also belongs.

According to Department of Agriculture reports, the festive board will again groan in traditional style this Thanksgiving. Turkeys, cranberries, apples, nuts, and raisins are plentiful. Pumpkins are abundant. Flaming orange and golden yellow, they daub their color among the shocks of harvested corn on the brown earth of uncounted acres.

When Is Pumpkin Pie Not Pumpkin?

The pumpkin's first role of Indian summer is as Hallowe'en jack-o'-lantern, marshaling hordes of goblins and spooks. Its other duty, dating from Pilgrim days, is to appear on Thanksgiving tables in thick pie wedges after the gobbler bones have been removed.

What is the origin of the pumpkin? When is pumpkin pie not pumpkin pie? Why is it good to be "some punkins," but not so good to be a "punkin head?" Victor R. Boswell, Principal Horticulturist, Department of Agriculture, answered the first two of these questions recently in the *National Geographic Magazine*. He pointed out that pumpkins and squashes, species of the genus *Cucurbita*, are much confused.

Farmers brag about their big "pumpkins," sometimes weighing more than 100 pounds. The largest grown, often *Cucurbita maxima*, are really squashes. Varieties of this species—particularly the Delicious and Boston Marrow—fill many a homemade pie and provide the best commercially canned "pumpkin." Their flesh is richer and more nutritious than that of the field pumpkin, Boswell explained.

The field pumpkin, growing on long vines and maturing after frost, belongs to the species *Cucurbita pepo*, as do the summer squashes—Cymling, Summer Crookneck, and the rest. The latter are harvested for food while tender and immature, before seeds or rind become tough. They are easily cooked, requiring little preparation. Outside the United States, they are known as "vegetable marrows."

Plant from America, Word from France

All species of pumpkins and squashes are of Western Hemisphere origin. Hubbard, Delicious, and their *maxima* cousins originated close to the Andes in and near northern Argentina. The field pumpkin, summer squashes, and some others belong to Middle America, where they rank after corn and beans among all food plants.

The word pumpkin—pronounced "punkin" by most Americans—is derived from the Old French term *pompion*, meaning eaten when cooked by the sun, or ripe. In modern French, pumpkin is called *potiron*.

The word squash comes from a Massachuset Indian word, *askuta-*

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boats were getting too fancy. It ordered that henceforth all must be painted a uniform black.

Later the gondoliers often equipped their boats with a *felze*. This was a black cabin lined with silk and crowned with a row of funereal pom-pons. It was designed to give the passengers privacy and shelter. But since it proved to be very easily damaged, the felze is now considered a luxury. Most gondolas are as open as an Old Town canoe.

However, a new-style passenger cabin was seen on the canals this past summer for the first time. Its principal feature was—appropriately—a framework enclosed by Venetian blinds.

NOTE: Venice may be located on the Society's map of Europe and the Near East.

For additional information on water transportation, see "Down the Potomac by Canoe," in the *National Geographic Magazine* for August, 1948; "Last of the Cape Horners," May, 1948; "Cruising Colombia's 'Ol' Man River'," May, 1947; "American Pathfinders in the Pacific," May, 1946*; "Seafarers of South Celebes," January, 1945*; "Canoeing Down the River Jordan," December, 1940; "Time and Tide on the Thames," February, 1939*; "Ships, from Dugouts to Dreadnoughts," (16 etchings), January, 1938*; and, in the GEOGRAPHIC SCHOOL BULLETINS, February 28, 1949, "Figureheads Adorn New Norwegian Freighters"; and "Umiak Passing from Eskimo Scene," October 4, 1948.

KILOPHOT

BEFORE MOTORBOATS AND TRAFFIC LIGHTS CAME TO DISTURB THEIR ANCIENT WAYS, VENICE'S GONDOLIERS POLED THEIR BOATS ON THE GRAND CANAL UNHAMPERED BY TRAFFIC JAMS

Bulletin No. 5, November 21, 1949

Rapid City Comes of Age with Air Age

WHAT was once just another "cow town" in South Dakota finds itself getting front-row recognition in the air age.

The group of prospectors who laid out Rapid City at the gateway to the Black Hills in 1876 never suspected it, but they had chosen a spot ideally suited for long-range bomber movements in almost any direction. Air Force planners of today intend to take full advantage of the strategic location. Expansion of the air base there is designed to accommodate Uncle Sam's far-ranging B-36's.

Founded in Indian Lands

When the first airplanes began shakily "hitting the air" some four decades ago, Rapid City was, in the vernacular of the time, only a typical western cow town. Cattle-raising was the leading occupation of the surrounding range country. Saddle-making was one of the town's most important industries.

The rough-and-ready men who founded the town astride Rapid Creek thought they had a site that some day would become the distributing center for the western part of the state—and they ignored danger and the law in taking it. In 1876 the Black Hills area was Indian domain, occupied by the Sioux. United States treaties with the Indians forbade settlers to enter either the plains country of South Dakota or the hills.

Begun as an illegal settlement, Rapid City was the target of frequent Indian raids. Its promoters had difficulty attracting business and settlers to the town. Most pioneers entering the region were prospectors or self-styled miners, eager for a share in the gold struck in the hills in 1874. They had little interest in settling permanently.

At one time the settlement counted some 200 residents, but fear of the Sioux soon reduced this number to a handful. Hopes for the town's survival were almost abandoned toward the end of 1876, then word came that the government had lifted its ban on immigration into the area.

Now a Tourist Center

Rapid City took new hope. Stages brought permanent settlers to the community. Soon railroads linked it with other parts of the west, and the young city was firmly established.

In recent years there has been consistent growth. Each summer thousands of tourists flock to Rapid City for excursions to the Black Hills. They enjoy the scenery, the gold-rush and Indian-days history, and the feeling of nearness to the "old West" (illustration, next page). The Badlands, 30 miles to the southeast, also helps make the city a travel center. The population today numbers close to 14,000.

The city's industries now include a state cement plant, lumber mill, meat-packing plant, flour mill, and creameries.

The B-36 base brings a new kind of aviation to the former frontier town, but Rapid City's name already has a firm place in aeronautic annals. It was from a take-off site near by that the National Geographic Society-

squash, meaning eaten raw, or uncooked. Today, however, squashes are not eaten that way.

Riley, Whittier, Irving, Thoreau, and many others have written about pumpkins and pumpkin pies. So established is the usage of "pumpkin head" and "some pumpkins" that dictionaries recognize and define both colloquialisms.

Pumpkin Center and Pumpkin Chapel are Kentucky post offices. Pumpkinvine Creek joins the Etowah River south of Cartersville, Georgia. Elwood Haynes, in 1894, launched one of America's first "horseless carriages" on Pumpkinvine Pike, Indiana. An early flood on the Potomac River was called the Pumpkin Flood because of floating off so many of the vegetables from Indian fields.

NOTE: For additional information on horticulture, see "Our Vegetable Travelers," in the *National Geographic Magazine* for August, 1949; "4-H Boys and Girls Grow More Food," November, 1948; "Patent Plants Enrich the World," March, 1948; "The World Is Your Garden," July, 1947; "More Water for California's Great Central Valley," November, 1946*; "Greens Grow for GI's on Soilless Ascension," August, 1945*; "America Fights on the Farms" (21 color photographs), July, 1944; "Farmers Keep Them Eating," April, 1943; "Black Acres" (New York), November, 1941*; "Fruitful Shores of the Finger Lakes," May, 1941; and "Texas Delta of an American Nile," January, 1939*.

ASAHEL CURTIS

THEY LOOK LIKE PUMPKINS, AND THEY TASTE LIKE PUMPKINS, BUT THEY ARE SQUASH

Their meat, canned, would be sold as pumpkin. Made into pie, they would be pumpkin pie. Though to the popular mind these vegetables are pumpkins, horticulturists class them as squash along with the gourd-shaped ones in the cover illustration of this issue.

TEACHERS! Do you leaf aimlessly through your *National Geographic Magazines*, looking for that article on Greece, those color pictures of Guatemalan costumes? Save time. Order the new Cumulative Index, 1899-1947 inclusive. $2.50.

Air Corps stratosphere balloon, *Explorer II*, soared to a height of 13.71 miles in 1935, the loftiest altitude ever attained by man.

NOTE: Rapid City may be located on the Society's map of the North Central United States.

For additional information on the region, see "The West Through Boston Eyes," in the *National Geographic Magazine* for June, 1949; "South Dakota Keeps Its West Wild," May, 1947; "Man's Farthest Aloft," January, 1936; and "The Black Hills, Once Hunting Grounds of the Red Men," September, 1927.

See also, in the GEOGRAPHIC SCHOOL BULLETINS, January 6, 1947, "Wind Cave, Where Buffaloes Remember the Past."

J. BAYLOR ROBERTS

RODEOS AND OTHER REMINDERS OF THE OLD WEST LURE EASTERNERS INTO THE BLACK HILLS AREA

At the Belle Fourche, South Dakota, rodeo, horse and rider act as a team to outwit the "dogie." The cowboy has just lassoed the calf. The trained horse stops dead. When the rope slack runs out the calf will be thrown to the ground with a jerk. The cowboy, having jumped to the ground, will reach the calf at that instant to finish the tying job.

Geographic Oddities and Briefs

In an area less than that of New York City (about 365 square miles), the Hawaiian Islands grow one-fourth of all the sugar produced under the American flag.

For many years Americans have sung of Greenland's icy mountains. Aside from those lying along the island's shores, however, no one has seen them. Interior mountains, if any, are covered by the Greenland icecap.

At Verkhoyansk, eastern Siberia, where the winter temperature sometimes dips to 90 degrees below zero, Fahrenheit, wheat and vegetables grow to maturity in the short, mild summer season.